

<p><b>3. ZONING – 200 WESTBROOK ROAD ZONAGE – 200, CHEMIN WESTBROOK</b></p>
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**COMMITTEE RECOMMENDATION**

**That Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 200 Westbrook Road from Rural General Industrial, Carp Road Corridor Subzone 5 (RG5) to Rural General Industrial, Carp Road Corridor Subzone 5, Rural Exception 199r (RG5[199r]), as detailed in Document 1.**

**RECOMMANDATION DU COMITÉ**

**Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant à faire passer la désignation de zonage du 200, chemin Westbrook de zone d'industrie générale rurale, sous-zone 5 (RG5) du couloir du chemin Carp, à zone d'industrie générale rurale, sous-zone 5 du couloir du chemin Carp, assortie d'une exception 199r (RG5[199r]), comme l'explique le document 1.**

**DOCUMENTATION / DOCUMENTATION**

**Nancy Schepers, Deputy City Manager, Planning and Infrastructure, report dated 20 January 2014 / Rapport de la Directrice municipale adjoint, Urbanisme et Infrastructure daté du 20 janvier 2014 (ACS2014-PAI-PGM-0035).**

**Report to  
Rapport au:**

**Agriculture and Rural Affairs Committee  
Comité de l'agriculture et des affaires rurales**

**and Council  
et au Conseil**

**January 20, 2014  
20 janvier 2014**

**Submitted by  
Soumis par:**

**Nancy Schepers, Deputy City Manager/Directrice municipale adjointe, Planning  
and Infrastructure/Urbanisme et Infrastructure**

**Contact Person  
Personne ressource:**

**Michael Mizzi, Chief/Chef, Development Review Services / Services d'Examen des  
projets d'aménagement, Planning and Growth Management/Urbanisme et Gestion  
de la croissance**

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**Ward: RIDEAU-GOULBOURN (21)**

**File Number: ACS2014-PAI-PGM-0035**

**SUBJECT: Zoning – 200 Westbrook Road**

**OBJET: Zonage – 200, chemin Westbrook**

## **REPORT RECOMMENDATION**

**That Agriculture and Rural Affairs Committee recommend Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 200 Westbrook Road from Rural General Industrial, Carp Road Corridor Subzone 5 (RG5) to Rural General Industrial, Carp Road Corridor Subzone 5, Rural Exception 199r (RG5[199r]), as detailed in Document 1.**

## **RECOMMANDATION DU RAPPORT**

**Que le Comité de l'agriculture et des affaires rurales recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant à faire passer la désignation de zonage du 200, chemin Westbrook de zone d'industrie générale rurale, sous-zone 5 (RG5) du couloir du chemin Carp, à zone d'industrie générale rurale, sous-zone 5 du couloir du chemin Carp, assortie d'une exception 199r (RG5[199r]), comme l'explique le document 1.**

## **BACKGROUND**

As a result of the January 1, 2001 municipal restructuring, the City initiated a review of its 27 legacy snow disposal sites to assess their environmental performance and confirm future infrastructure needs. The City's Strategic Snow Disposal Plan (2002) identified the need to provide for 308,000 cubic metres of capacity within one or more snow disposal facilities in the west end.

In 2009, staff determined that the City's west end snow disposal facilities should target a snow volume of 357,000 cubic metres while only a capacity of 143,000 cubic metres was available. To address the capacity shortfall, Council allocated funding for the purchase and development of land for a new snow disposal facility. After a comprehensive technical evaluation of 10 prospective properties for the new snow disposal facility, the property at 200 Westbrook Road was chosen as the preferred site (see location map Document 1).

The property has an area of 23.4 hectares and is irregularly shaped. It is vacant and the majority of the land is covered in brush containing some areas of poor drainage. There are two man-made ponds in the east-central section of the site. Gravel fill has been brought to the site, particularly in the southeast corner near Westbrook Road. Its northern edge abuts Highway 417 and its southern edge has a 50.1 metre frontage along Westbrook Road.

Immediately north beyond Highway 417 is the Carp Road Landfill site. Extending to the south of the site is a business park containing one and two-storey office buildings with some associated outdoor storage. This park is serviced by municipal water and private septic systems. Abutting the western edge of the site is another business park containing rural commercial and industrial uses, which are serviced by private water and septic systems. To the east of the subject site is one industrial lot accommodating a

detached dwelling beyond which are three commercial lots and one vacant lot, all with frontages on Carp Road.

The current zoning of the property is Rural General Industrial Zone, Carp Road Corridor Subzone 5 (RG5). The Zoning By-law amendment proposes to rezone the property from RG5 to RG5[199r]. Rural Exception 199 is to allow for an additional permitted use of a snow disposal facility.

New snow disposal facilities are subject to the Site Plan Control process and accordingly, a Site Plan Control application will be submitted following the successful passage of the Zoning By-law amendment.

## **DISCUSSION**

### **Provincial Policy Statement**

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the Provincial Policy Statement (PPS).

Section 1.6 of the PPS addresses infrastructure and public service facilities. Infrastructure is defined as facilities and corridors that form the foundation for development and include sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities. Public service facilities are defined as land, buildings, and structures for the provision of programs and services provided by a government or other body. A municipal snow disposal facility is an example of infrastructure and a public service facility.

“1.6.1 Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.

Planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs.

1.6.2 The use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities.

1.6.3 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.

Where feasible, public service facilities should be co-located to promote cost-effectiveness and facilitate service integration.”

The City has had regard for Policy 1.6.1 through its history of comprehensive planning for snow disposal facilities. The 2002 Scoping Analysis of Snow Disposal Facilities evaluated the 27 existing sites and made recommendations to Council as to their future role in meeting the City’s snow disposal facility needs. Since 2002, there has been an orderly progression of studies, which identified the site at 200 Westbrook Road as the preferred location for a new snow disposal facility to service the City’s west end.

In accordance with Policy 1.6.2, the existing west end snow disposal facilities have been optimized. The required snow storage capacity exceeds the capacity of the existing sites, so a new snow disposal facility is required.

The proposed Zoning By-law amendment is consistent with the PPS.

### **Official Plan and Carp Road Corridor Community Design Plan**

The Official Plan (OP) designates the subject property Carp Road Corridor Rural Employment Area. The Carp Road Corridor accommodates and attracts a broad range of industries that favour large amounts of land and the openness of a more rural site. The Carp Road Corridor Community Design Plan (CDP) designates the property Light Industrial. The CDP permits light industrial uses and encourages the appropriate location and design to reduce the impact of industrial uses on adjacent properties. Both policy documents encourage new industrial development to take place by way of subdivision in business/industrial parks.

The proposed use requires a large site to effectively operate and provide a public service. The property is adjacent to two existing industrial parks and will not require further subdivision of land. Visual and acoustic mitigation measures and appropriate stormwater management design are proposed to reduce the impact on adjacent properties.

Section 3.9 of the Official Plan provides policies specific to snow disposal facilities.

“Policies

1. Snow Disposal Facilities are not designated on the schedules of this Plan.
2. Existing Snow Disposal Facilities will be recognised in the zoning by-law. A new Snow Disposal Facility will require an amendment to the zoning by-law. New Snow Disposal Facilities will only be permitted in areas where it can be demonstrated that the impacts of trucking and any other negative impacts can be minimized and subject to a Zoning By-law amendment.
3. Snow Disposal Facilities will not be permitted in Natural Environment Areas, Significant Wetlands, flood plains, unstable slopes, Rural Natural Features and Urban Natural Features. [Amendment #76, August 04, 2010]
4. The impacts of Snow Disposal Facilities for existing or committed sites shall be mitigated through urban design and site plan control measures which include locating landscaping, road allowances, open space uses, utility installations, commercial uses, etc. in any intervening separation distance between the snow disposal facilities and a sensitive land use.
5. The appropriateness of new Snow Disposal Facilities, expansions to existing facilities, and existing facilities which have not been engineered for this purpose, will be evaluated on the basis of the following criteria:
  - a. Appropriate setbacks from residential uses and neighbouring properties in accordance with Ministry of Environment Guidelines for setbacks from residential uses and for recommended acceptable noise levels;
  - b. Safe and secure access which does not encourage truck traffic on local roads;
  - c. A grading and drainage plan that shows all melt water can be handled in an environmentally-acceptable fashion; and,
  - d. The preparation of a study that addresses:
    - i. Existing soil and water quality conditions to establish baseline levels of soil and water components;
    - ii. Presence of any contaminants and the potential for accumulation of any contaminants that could migrate or be made more dangerous as a result of the Snow Disposal Facility;
    - iii. Proximity to drinking wells and impact on them,
    - iv. Soil stability,
    - v. Sub-surface drainage and impact on surrounding properties,
    - vi. Proximity to any open water courses and potential impacts on them,
    - vii. Noise and vibration,
    - viii. Aesthetics,
    - ix. Seagull control,
    - x. Air quality. [OMB decision #1474, May 17, 2006]
6. On an on-going basis, the City will monitor water quality and soil conditions in and surrounding existing and proposed Snow Disposal Facilities and implement measures to mitigate any impacts in these areas.”

Policy 3.9.2 states that a Zoning By-law amendment is required to accommodate a new snow disposal facility.

In accordance with Policy 3.9.3, the proposed snow disposal facility will not to be located within the floodplain or on unstable slopes or on lands designated environmentally sensitive or significant.

Much of Policy 3.9.4 will be addressed through the Site Plan Control application. Section 90 of Zoning By-law 2008-250 regulates the impact of snow disposal facilities on residential zones and is discussed below.

To satisfy Policy 3.9.5.a, a 4-metre high berm will be installed along the eastern property line to lower sound levels to less than 55 decibels. In accordance with Policy 3.9.5.b, no local roads will be used to access the site. Trucks will travel along Westbrook Road (a collector road) and enter the site by way of a driveway to be located across from Walgreen Road. A preliminary lot grading and drainage plan was prepared as part of the development of the concept plan to meet Policy 3.9.5.c. Meltwater will be handled in an environmentally acceptable fashion through quantity and quality controls.

Several studies were completed to address the matters raised in Policy 3.9.5.d. A hydrogeology report was prepared to establish baseline water quality conditions and a geotechnical report was prepared to determine the baseline soil conditions. The hydrogeology report did not find the presence of any contaminants. The site is in a groundwater recharge area. The installation of a low permeability liner under the snow disposal pad and the meltwater runoff pond will prevent salts and other contaminants from entering into the groundwater. The geotechnical report examined soil stability and did not find any conditions that would negatively affect the development of the site for a snow disposal facility. Although there are no watercourses adjacent to the site, measures were incorporated into the design of the snow disposal facility to match the existing discharge of the outlet to the ditch on Highway 417. Aesthetics will be enhanced through the retention of coniferous trees along the Highway 417 corridor and additional coniferous tree plantings. A berm and a fence are proposed to be installed where the site abuts a single detached home on Carp Road. The presence of seagulls was not identified as an issue. In addition, no air quality issues were identified in any of the studies undertaken.

In accordance with its normal practice, the City will monitor water quality and soil conditions on an annual basis in order to mitigate any impacts in these areas in compliance with Policy 3.9.6.

The proposed Zoning By-law amendment is in compliance with the policies of the Official Plan and the Carp Road Corridor CDP.

### **Comprehensive Zoning By-law 2008-250**

The current zoning of the property is Rural General Industrial, Carp Road Corridor Subzone (RG5). This zone permits light industrial uses and limited service commercial uses for the travelling public in areas designated as Carp Road Corridor Rural Employment Area, General Rural Area, and Village in the Official Plan. The RG5 zone does not permit a snow disposal facility.

In accordance with **Official Plan** Policy 3.9.2, a Zoning By-law amendment is required to accommodate the new snow disposal facility. The Zoning By-law amendment proposes to rezone the property from RG5 to RG5[199r]. Rural Exception 199 is to allow for an additional permitted use of a snow disposal facility. This amendment will accommodate the establishment of a new municipal snow disposal facility that will serve the western portion of Ottawa, inclusive of the urban areas of Kanata and Stittsville.

Section 90 of Zoning By-law 2008-250 regulates the distance between snow disposal facilities and residential zones. In the context of the subject site, Section 90 of the by-law does not apply as the residential dwelling located at 2113 Carp Road abutting the site's eastern property line and is also industrially zoned (RG5).

In summary, staff recommends approval of the proposed Zoning By-law amendment. The development is consistent with the PPS and is compliant with the policies of the Official Plan and the Carp Road Corridor CDP. The proposed snow disposal facility will provide a necessary municipal service to meet the need for snow disposal capacity in west Ottawa.

### **RURAL IMPLICATIONS**

The proposed snow disposal facility will have a limited and seasonal traffic impact on the rural businesses located within the two adjacent business parks though truck movements along Westbrook Road.

### **CONSULTATION**

Notice of this application was carried out in accordance with the City's Public Notification and Consultation Policy and details are contained in Document 2.

## **COMMENTS BY THE WARD COUNCILLOR**

Councillor Scott Moffatt is aware of the application.

## **LEGAL IMPLICATIONS**

Should the recommendation in the report be adopted and the matter appealed to the Ontario Municipal Board, it is anticipated that a three to five day hearing would result. It is anticipated that such hearing would be conducted by staff together with the consultant assisting the City on the environmental assessment. The estimated cost would be in the range of \$20,000 to \$30,000.

As a municipally initiated zoning amendment, this matter would not proceed further should the recommendation not be adopted.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **FINANCIAL IMPLICATIONS**

Potential financial implications are outlined in the above Legal Implications section. In the event that an external consultant is retained, funds are not available within existing resources and the \$20,000 to \$30,000 expense would impact Planning and Growth Management's operating status.

## **ACCESSIBILITY IMPACTS**

There are no accessibility implications associated with this report.

## **ENVIRONMENTAL IMPLICATIONS**

In accordance with the requirements of the Municipal Engineers Association Municipal Class Environmental Assessment (MCEA), amended 2011, the City (applicant) has initiated a Class Environmental Assessment study to establish the new snow disposal facility. On completion of the MCEA, the City intends to seek Environmental Compliance Approvals for the implementation of infrastructure for drainage improvements, stormwater management pond, and a meltwater facility (pond).

## **TECHNOLOGY IMPLICATIONS**

Information Technology approved this report without comment.

## **TERM OF COUNCIL PRIORITIES**

The recommended Zoning By-law amendment aligns with the City's Term of Council Priority of Service Excellence. The application will result in the creation of a new municipal snow disposal facility, which will service residents of west Ottawa, inclusive of the communities of Kanata and Stittsville. The application will improve the efficiency of City operations and provide a community benefit.

## **APPLICATION PROCESS TIMELINE STATUS**

This application was processed by the On Time Decision Date established for the processing of Zoning By-law amendment applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Consultation Details

## **DISPOSITION**

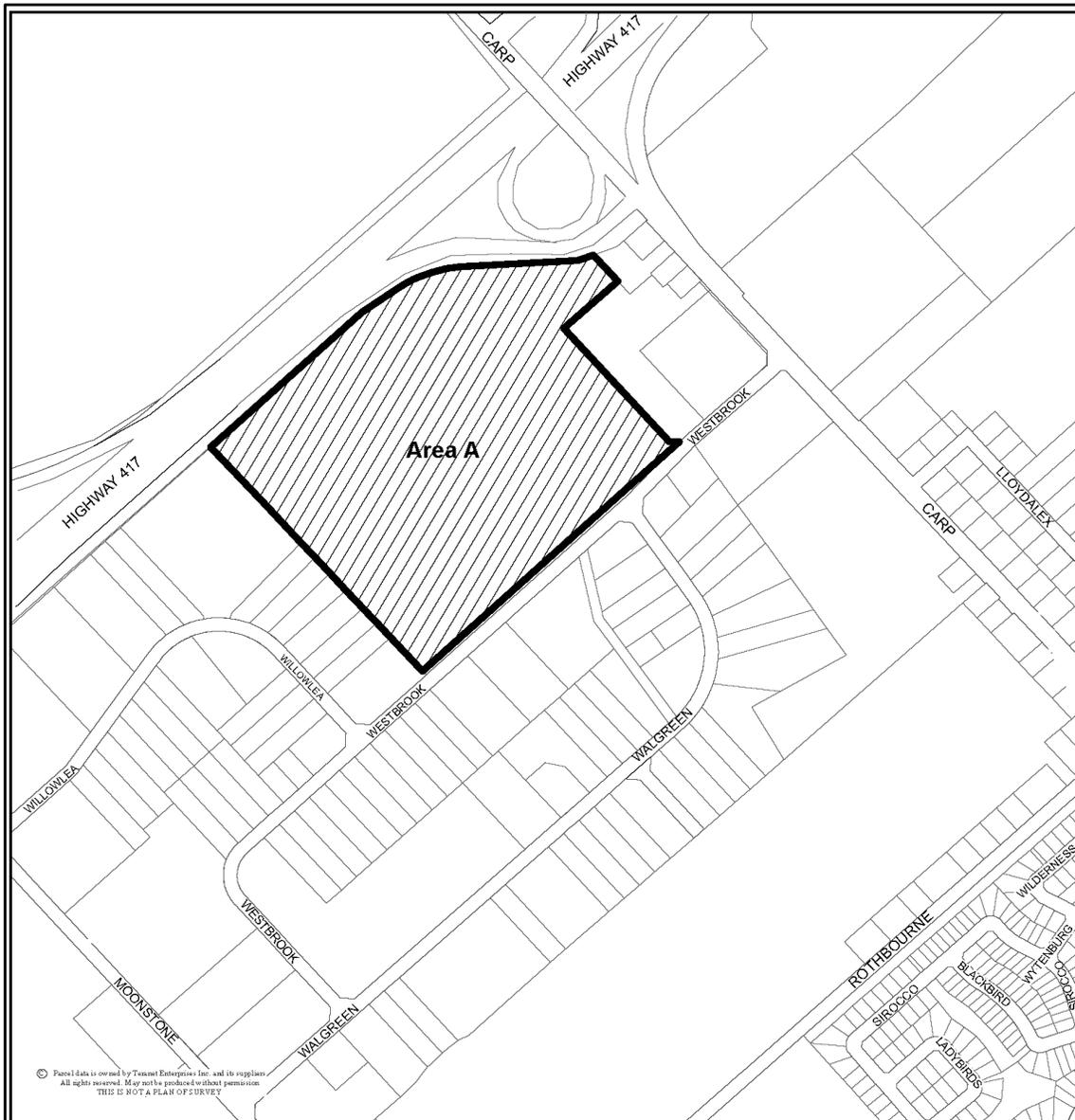
City Clerk and Solicitor Department, Legislative Services, to notify the owner, applicant, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

Planning and Growth Management Department to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

Legal Services to forward the implementing by-law to City Council.

**LOCATION MAP**

DOCUMENT 1





Produced by Planning and Infrastructure Portfolio  
 Produit par le Portefeuille urbanisme et infrastructure

D02-02-13-0113	14-0023-D
I:\CO\2013\Zoning Key\Carp2125_V3	
2014 / 01 / 22	
REVISION DATE	DE RÉVISION

**Location Map / Plan de révision**  
**Zoning Key Plan / Schéma de zonage**  
**200 WESTBOOK ROAD**

 Area A to be rezoned from RG5 to RG5[199]

045361342 Denotes Teranet-Polaris Parcel Identification Number

Échelle  
 N.T.S.  
 Mètres



Scale  
 N.T.S.  
 Metres

**CONSULTATION DETAILS**

DOCUMENT 2

**NOTIFICATION AND CONSULTATION PROCESS**

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

**SUMMARY OF PUBLIC INPUT**

**SITE LOCATION**

Comment:

The proposed use is inappropriate to be located in an industrial park and will negatively impact neighbouring businesses.

Response:

Snow clearing and removal is an essential service; therefore, space must be allocated for this land use. The Phase 1 and 2 Municipal Class Environmental Assessment (MCEA) Study considered alternative actions for snow disposal ranging from do nothing, dispose in a water body, sewer chutes, melters, and land disposal. The study concluded that land disposal is the preferred alternative. City staff provided ten alternative sites for a snow disposal facility that were evaluated with the criteria of location (travel time and haul distance), technical and environmental considerations, property size, and economics. The site at 200 Westbrook Road was chosen as the preferred alternative.

Comment:

The property is prime real estate and must be used accordingly.

Response:

The existing property has an easement for drainage registered on title that makes its future use limited unless significant drainage improvements are incorporated into its future use. The Ministry of the Environment has requested that the City consider improvements to off-site drainage as part of the property development. The MCEA concluded that the site is suitable as a location for a snow disposal facility and has the

capability of being used as an efficient, economical, and environmentally sustainable snow disposal facility.

## **WATER**

Comment:

Will the snow disposal facility impact neighbouring wells?

Response:

Section 5.4 of the MCEA states that “a low hydraulic conductivity membrane would be installed beneath the stockpile and dump pad to prevent seepage of chloride impacted meltwater into the groundwater.” This mitigation measure will ensure that there is minimal potential for negative impact to the groundwater quality. In addition, the pad will be placed on higher ground located in the northeast section of the property, thereby maximizing the vertical separation between the membrane and the water table. The groundwater flows in an east/northeast direction, flowing away from neighbouring wells located to the west and southwest of the property. In addition, a monitoring program will be implemented to monitor the quality of the groundwater at several wells to provide confirm the effectiveness of the proposed mitigation measures.

Comment:

Is there a risk of the snow disposal facility flooding neighbouring properties?

Response:

The MCEA project was elevated to a Schedule B study in order to address off-site stormwater related issues in the business park in which this site is located.

Section 7.2 of the MCEA indicates that a drainage and stormwater management assessment was completed to evaluate the peak drainage runoff contribution from off-site and on-site areas. Off-site culverts are required for replacement and additional culverts are required at the linear pond's outlet across Westbrook Road to alleviate drainage issues upstream from the linear pond between Westbrook Road and Walgreen Road. The on-site stormwater management facility will have a permanent storage volume of 50,000 cubic metres to match existing discharge conditions as well as allow for mixing and dilution of chloride during the spring melt. The site outlet to the Highway 417 roadside ditch will be lowered in order to allow a positive flow off-site without

increasing the rate of discharge of water leaving the site. The end result of the planned stormwater improvements is to ensure that no flooding occurs within the business park after the introduction of a snow disposal facility on this site.

Comment:

Is the site's proximity to the Waste Management Inc. landfill site located north of Highway 417 at 2301 Carp Road likely to cause groundwater contamination issues due to the possibility of higher water tables?

Response:

The Hydrogeological Investigation and the Phase 1 Environmental Site Assessment (ESA) did not identify any evidence of groundwater contamination on the proposed snow disposal facility property from the Waste Management landfill. Section 5.3.7 of the Hydrogeological report states "the results of groundwater sampling did not indicate the presence of landfill leachate or road salt related impacts". The ESA states that "Highway 417 and the Carp Road landfill were observed to the north of the Site at the time of the Site visit. Two monitoring wells were advanced on-site by the landfill owner (currently Waste Management of Canada Corporation) to determine the presence/absence of landfill leachate impacts on the Site from the landfilling activities to the north of the Site". With the snow storage pad, meltwater pond and discharge ditch being lined with a low permeability membrane, and the majority of the meltwater discharge occurring in late March and April when most of the ground is still frozen, there will be minimal potential for negative impact to groundwater quality.

Comment:

Extend the existing watermain along Westbrook to service additional properties.

Response:

The planning process for the snow disposal facility did not include any provision for a watermain extension along Westbrook Road. A separate planning process and approval would be required to consider this infrastructure upgrade. The request will be forwarded to the City's Infrastructure Services Branch to make it aware of the request.

Comment:

It is suggested that the Mississippi Valley Conservation Authority be given the

responsibility of monitoring the discharge water quality reports.

Response:

Suggestion has been acknowledged and there is no objection.

## **TRANSPORTATION**

Comment:

In storm conditions, Carp Road between Highway 417 and Hazeldean Road is at capacity. The introduction of trucks on the road will exacerbate the issue.

Response:

It is inappropriate to use snow storm events to characterize the operation of a given facility. While snow plows are active during snow storm events, snow disposal trucks/equipment are not typically deployed during the actual snow event. Rather, this equipment is deployed after a snow storm.

Comment:

The proposed upgrade to the intersection of Carp Road and Westbrook Drive will not address the exacerbating impact of the truck traffic accessing the site from the south by way of Carp Road on the road's capacity. Widening Carp Road to four lanes is inappropriate.

Response:

Carp Road traffic concerns are beyond the scope of this Zoning By-law amendment application. They will be addressed through the Carp Road Widening Environmental Assessment Study that is currently underway.

## **COMMUNITY ORGANIZATION COMMENTS**

### **SITE LOCATION**

Comment:

It is inappropriate to locate the snow disposal facility near the City's largest residential and employment growth area.

Response:

The proposed site and surrounding lands are zoned Rural General Industrial Zone, Subzone 5 (RG5). The RG5 zone allows for uses such as heavy equipment and vehicle sales; leaf, waste and composting facility; light industrial uses; service and repair shop; storage yard; truck transport terminal; warehouse; and waste processing and transfer facility. These land uses generate activities that are similar to the use of the site as a snow disposal facility.

Comment:

The site's proximity to the Waste Management Inc. landfill site located north of Highway 417 at 2301 Carp Road is a concern since it has a history of leachate seepage into the groundwater. There is the potential for contaminated groundwater from the landfill to mix with contaminated snow melt and run-off from the snow melt ponds into the groundwater.

Response:

Neither the investigative studies completed during the 2012/2013 groundwater monitoring program nor the Phase 1 ESA showed elevated chloride levels (less than 10 mg/L), which are an indicator of leachate contamination. These results are consistent with previous investigations, which found no evidence of groundwater contamination on the subject property. The proposed mitigation measures for the snow disposal facility include a low permeability liner placed beneath the dump pad, snow stockpile, meltwater pond, and the discharge ditch from the meltwater pond to the Highway 417 ditch. These measures will ensure that on-site groundwater quality is protected from any potential contamination resulting from the snow melt.

### **TRANSPORTATION IMPACT STUDY (TIS)**

Comment:

The study did not consider the exacerbating impact of the traffic generated by an expansion to the Waste Management Inc. landfill.

Response:

Any plans to further expand the landfill would need to be accompanied by a Transportation Impact Assessment whereby the cumulative effects of traffic growth

would be considered. It would be incumbent on the landfill to assess these impacts and to propose mitigation measures if required.

Comment:

No analysis has been completed for the p.m. peak hour traffic on the Highway 417 westbound off-ramp and the single lane left turn onto Carp Road and for the a.m. peak hour traffic accessing the Highway 417 eastbound on-ramp.

Response:

The Ministry of Transportation is undertaking a separate project with plans to widen the Carp Road bridge structure over Highway 417 to include two southbound lanes and one northbound lane. This project will also include a second westbound left turn at the off-ramp for a dual left turn configuration. A City-led Environmental Assessment (EA) study of Carp Road is currently underway. The project limits of the Carp Road EA study include the Highway 417 ramp terminals.

Comment:

The possibility of the truck traffic travelling along Richardson Side Road, Hazeldean Road, or Stittsville Main Street has not been assessed. From where will the expected northbound traffic originate and what route will it use?

Response:

The transportation assessment of the snow disposal facility was conservative in nature. An on-site blower operation could accommodate 90 inbound trucks in an hour (180 two-way trips) whereas a dozer operation could only accommodate twenty inbound trucks in an hour (40 two-way trips). To remain conservative, the blower operation was assumed. The site peak operation is highly unlikely to occur during the roadway peak hour; however, for the purposes of the transportation assessment, the site peak was assumed to occur at the same time as the roadway peak. Twenty per cent of the truck trips that will originate south of the site will result in eighteen directional truck trips. This equates to approximately one truck every three minutes and twenty seconds. This volume is considered to be negligible. Truck load restrictions and other trucking restrictions exist across the City that must be respected by truck drivers. Any trucking restrictions in place on Stittsville Main Street will need to be respected.

Comment:

The study failed to initiate public discussion. Such consultation may have revealed different priorities for infrastructure improvements.

Response:

Two Public Open Houses were held in the community at the Goulbourn Municipal Council Chambers, 2135 Huntley Road in Stittsville on February 23 and August 6, 2013 to review the Phase 1 Report and the draft Phase 1 and 2 reports of the MCEA. The MCEA identified the planning process for obtaining a change in the zoning for the property. Notices were published in the newspaper to advise the public where documentation could be found on the City website for their review. A meeting was organized by the Carp Road Corridor BIA (all members were emailed an invitation by the Association) during which Stantec and the City described the proposed development of the snow disposal facility. Consultation with the public has exceeded the requirements of the MCEA.

Public notification and consultation, as required under the *Planning Act*, for the Zoning By-law amendment was carried out by the City's Planning and Growth Management Department. Community head's up was given by email to the Ward Councillor and registered community organizations on November 5, 2013. The circulation period was 28 days long and occurred between November 14 and December 12, 2013. The application was circulated to City departments, the Ward Councillor, registered community organizations, and required public bodies for comments, as well as to all property owners within 120 metres of the site. The proposal and supporting documents are available for viewing on the City website through the Development Application Search Tool. A sign briefly describing the proposal was installed on the property on November 11, 2013.

Snow clearing and removal is an essential service for which the City must allocate lands. The Phase 1 and 2 MCEA considered alternative actions for snow disposal and concluded that land disposal was the preferred alternative. City staff identified and evaluated 10 alternative sites for a snow disposal facility using the criteria of location (travel time and haul distance); technical and environmental considerations; property size; and economics. The MCEA recommended the site at 200 Westbrook Road as the preferred location, concluding that it is a suitable location for a snow disposal facility and has the capability of being used in an efficiently, economically, and environmentally

sustainable manner. The City will appropriately coordinate the timing of the development of the snow disposal facility and the widening of Carp Road and intersection improvements at Westbrook Drive to ensure that the final preferred road design accommodates local and truck traffic using Carp Road.